

SAIGON BASE
MONTHLY REPORT
MAY 1970

I. GENERAL

1. Total block time for May was 5802 hours as compared with 5880 in April and 5910 in March.

2. The security situation in the Saigon and Cholon area again experienced changes this month. The curfew limitations earlier imposed (some areas as early as 2200L in the evening) were relaxed on the 22nd to what may be regarded as the normal 0100L to 0530L, for most areas effecting Company personnel.

One claymore mine was reported to have exploded in a BOQ area near the Seven Day Adventist hospital on 13 May causing extensive damage and injuries to indigenous personnel, but no Company personnel effected.

Danang sub-base also reported three rockets impacted the airbase on 12 May which caused only minor skin damage to one aircraft, VTB N3674G. Demonstrations, reported last month, continued in the downtown area, on an irregular basis, which proved to be more harassment than anything else.

3. DHC-4 B-851 continued to be a subject of interest to VN-70 customer and liaison with DFC was maintained to determine the availability of the aircraft, for assignment to that contract. At month's end a final determination had not been reached but the customer remained patient for a decision, which eventually was to his interest.

4. Major Accident/Incident rate for this month remains nil. ADSAFE continues to participate in pilot meetings and reportedly has covered numerous "safety" subjects, it is quite possible we here have a case of, "an ounce of prevention is worth a pound of cure."

5. Danang hostel contract negotiations proved to be quite time consuming, requiring much coordination and discussions; however, an agreement was effective and plans for facilities improvement are beginning to materialize (More detailed information appears below).

II. CUSTOMER RELATIONS

Relations with Customers remain very good. Almost daily contacts have been made in the course of operations and there were no significant problems reported and no known questions unanswered.

III. FACILITIES DEVELOPMENT

Form F's were approved by the customers for: (1) Improvement of Passenger

Lounge (DAD) and (2) Completion of Concrete Paving and Drainage (DAD) and (3) Hostel and SZ Residence Renovation (DAD). AR Activities are reported as follows:

AR 2236 - Additional 200 KVA Transformer (SGN)

The SDL (City Power Company) installed twin 200 KVA Transformers late in the month. Project is considered complete. An AR Closure Notice has been forwarded.

AR 2163 - Emergency RCMD Water Supply (SGN)

This project is complete. An AR Closure Notice has been forwarded.

AR 2368 - Modification of SRSD and Material Control Offices (SGN)

This project is 60% complete. We are waiting delivery of materials from NSA, DAD.

AR 2377 - West Ramp Power and Air Compressor Lines (SGN)

We are waiting delivery of materials from NSA/DAD.

AR 2438 - Completion of Concrete Pavement and Drainage (DAD)

A contract has been signed with Le Tho, the Contractor. Construction is expected to commence on 15 June.

AR 2437 - Improvement on Passenger Lounge (DAD)

A proposal is being studied by various Contractors in DAD to supply only labor with the possibility of USAID supply most of the material. We expect to sign a contract within a week.

AR 2422 - Renovation of the Operations Bldg (SGN)

The Security Dept. has been moved from this building. The Accounting Dept. will be moved very shortly to as let the Contractor have access to the building. We expect to sign the contract on the 15th of the month.

AR 2421 - Relocation/Renovation of Various AAM Shops & Offices, SGN

This project will be complete this month with the exception of Federal Type steel partitions which may require a delay due to procurement.

AR 8320 - Danang Hostel & SZ Residence Renovation

Material procurement is underway. When material is on hand, a small team from Saigon will be sent to assist DAD in-house capabilities.

Project 6691 - Saigon Terminal Parking Apron

A Form F has been signed by the Customer to replace the asphalt directly in front of Traffic Terminal with concrete. An AR is being made up.

Project 6702 - 204B Touchdown Pads (SGN)

PFAR has been approved. A Form "F" has been submitted for Customer's consideration.

Project 6703 - Modification of Fire Brigade Station for Air Conditioning(SGN)

This project pending TPE approval

IV. GENERAL AFFAIRS (Unreported)

V. MEDICAL

Number of sick call: 1144
Accidents: 20
Hospitalized sick call: None
Unhospitalized accident: 20
Hospitalized accident: None
Outcalls: 5
Physical examination: 30
Sick leaves: 201½

VI. TRAFFIC/AAM

1. Utilization of the substituted S & S missions cleared a goodly portion of our backlog of Company cargo. With only four aircraft scheduled for Tainan this month we envision a building of backlog particularly since no Taipei SAT ferries are known.

| | April | May |
|--|--------|--------|
| Passengers departure SGN (all contracts) | 5,606 | 5,414 |
| Passengers arrival SGN (all contracts) | 6,573 | 6,092 |
| Outbound cargo SGN | 61,215 | 81,608 |
| Inbound cargo SGN | 68,369 | 70,754 |

TRAFFIC/USAID

Cargo (including Af Caribou A/C)

| | April | May |
|--------------------|---------|-----------|
| Outbound (lbs) SGN | 987,032 | 1,893,269 |
| Inbound (lbs) SGN | 425,494 | 364,518 |

VII. OPERATIONS

1. The 7001 customer released VTB N9838Z from contract effective 1 June 1970 and it was placed in temporary storage.

2. There were 17 controllable and 58 non-controllable delays with a total of 992 Saigon Departures.

3. Flight Time Report (See attachment A)
Ground Fire Incidents report (See attachment B)

4. Accident reports

| <u>Date</u> | <u>A/C Type/No.</u> | <u>Location</u> | <u>Remarks</u> |
|-------------|---------------------|-----------------------------------|--|
| 04 | VTB/N6154U | V-17 | During overnight service FOD damage was noted to the No. 2 engine. Two first stage impeller blades sustained nicks. One blade approx. 1/16" deep and 1/8" in length at center of blade. The other blade nicked at lower leading edge - radius approx. 1/16". No excessive rubbing noted during rotation. Oil screen inspection results negative. FOD origin unknown. Continued emphasis on FOD is in progress. |
| 17 | 204B/N1307X | Parked AAM chopper ramp DAD | During the night an unidentified vehicle struck the T/R blade resulting in one inch depth dent approx six inches in length. Tail rotor hub assembly and the other tail rotor blade was replaced for precautionary measures. <u>Corrective action:</u> SZ is checking the possibility of improved lighting in the helicopter parking area - Company employees were cautioned to exercise proper driving habits. Upon securing the helicopters the T/R blade will be aligned with the vertical (Dorsal) fin, this will eliminate some exposure of the tail rotor blade. |
| 19 | PC6C/N748N | SGN | While towing the aircraft the tow bar became disengaged from the tail gear. Tail section rolled into the tow tug resulting in minor damage to the RH elevator. Faulty tow bar and personnel error. Action: Tug driver given 3 days LWOP - Porter tow bars immediately inspected and design changes being made. |

5. Ground Transportation

| | |
|-------------------------------|-------------------------|
| Aggregate microbusses mileage | 22980 km or 14362 miles |
| Microbusses down-time | 435 hrs 32' |
| Microbusses pax carried | 3262 pax |
| Isuzu bus mileage | 6183 km or 3864 miles |
| Isuzu bus down time | 76 hrs 30' |
| Isuzu bus pax carried | 10296 pax |
| Supply vehicle mileage | 2795 km or 1746 miles |
| Supply vehicle downtime | 97 hrs 18' |

6. Flying

1. We experienced considerable wasted effort and lost time in attempting to get our flight crews deadhead space to Banang. The USAID/CORDS customer was refusing to provide any space on Sunday and forcing us to use the afternoon flights the rest of the week to move our deadheads. On 12 May the Acting Base Manager and MFD discussed the situation with the customer and as of this date it appears we have received satisfactory assistance and cooperation in this area.

Everyone was interested/involved/concerned regarding progress with the Danang hostel. Agreement on rent finally having been reached, we are looking forward to getting the place renovated so the crews can have adequate and comfortable quarters in which to stay during RONS. Along the same line, the renting of the hotel at Nhatrang has all the appearances of a very satisfactory solution to our quarters problems there. The situation at Cantho has also been greatly improved.

2. Approval was finally received to remodele the operations building which with the receipt of crew lockers should provide better security for flight gear and be a boost to morale when the new lounge and the toilet/shower room is completed.

Effort has been expended during the month. If we can ever get clear lines of agreement and understanding regarding all respects of the AAM-PEPA contract, a lot of effort and time will be available for other activities.

VIII. PERSONNEL

Personnel Strength - Saigon base

| Classif. | | | | | | | | | Total | |
|-----------|-----|------|-----|-----|-----|-----|-----|-----|-------|-----|
| | GRD | FLT | GRD | FLT | GRD | FLT | GRD | FLT | GRD | FLT |
| Permanent | 37 | 130 | 125 | 13 | 136 | 2 | 9 | 4 | 307 | 149 |
| | | | | | | | | | Total | |
| | GRD | FLT | GRD | FLT | GRD | FLT | GRD | FLT | GRD | FLT |
| | 493 | 11** | 2 | | 2 | | 1* | | 498 | 11 |

Temporary: [REDACTED] 1 ; [REDACTED] 1

Pre-processed: [REDACTED] 9

| | | | |
|-------|------------|-------------------|-----|
| (*): | [REDACTED] | Ground Personnel: | 816 |
| (**): | [REDACTED] | Flight Personnel: | 160 |
| (#): | [REDACTED] | | 976 |

Danang Sub-Base

| Classif. | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] | | Total | |
|---------------|------------|-----|------------|-----|------------|-----|------------|-----|-------|-----|
| | GRD | FLT | GRD | FLT | GRD | FLT | GRD | FLT | GRD | FLT |
| Permanent | 3 | | 13 | | 17 | | 67 | | 100 | |
| Pre-processed | | | | | | | 1 | | | |

| | |
|-------------------|-----|
| Ground Personnel: | 101 |
| Flight Personnel: | 0 |
| | 101 |

Nha Trang Sub-Base

| Classif. | [REDACTED] | | [REDACTED] | | [REDACTED] | | [REDACTED] | | Total | |
|---------------|------------|-----|------------|-----|------------|-----|------------|-----|-------|-----|
| | GRD | FLT | GRD | FLT | GRD | FLT | GRD | FLT | GRD | FLT |
| Permanent | 3 | | 8 | | 23 | | 56 | | 90 | |
| Pre-processed | | | | | | | 1 | | | |

Can Tho Sub-Base

| Classif. | [REDACTED] | | [REDACTED] | | [REDACTED] | | Total | |
|-----------|------------|--|------------|--|------------|--|-------|--|
| | GRD | | GRD | | GRD | | GRD | |
| Permanent | 1 | | 10 | | 3 | | 14 | |

IX. HOSTEL OCCUPANCY

Only three Certificates of "non-availability of company furnished accommodations were issued during the month.

X. TECHNICAL SERVICES

1. Overall activities for all SVN Technical Services functions during May was on an approximate level with that of past recent months. The production workload varied little from the routine scheduled requirements.

2. Total flying, up slightly, affected the workload only from the stand point that there was increased utilization of heavier aircraft and decreased utilization of smaller aircraft.

3. The correction of accumulated overtime and vacation balances continued with success in those departments and stations where scheduled were established and followed.

The Labor Cost Accounting system is progressing and is expected to be placed into effect on 1 July 1970 as scheduled.

Aircraft Maintenance, fixed wing

Four power plants were changed during the month, two R-2800-75M3 due to metal contamination in oil system and two R-1830-92 due to high time. Other unscheduled work was five outstation recovery of aircraft due to maintenance problem. Twelve aircraft departure delays were charged to maintenance during the month.

Three Garrett power plants were changed, one on Volpar due to FOD, two on Porters, one due to low torque output and one for interim inspection.

Aircraft Maintenance, rotary wing

This month has been busy, flying approximately 1050 hours, performing 10 Nr. 2 services, two of these at VO3, and four engine changes: two were high time and two were remained to facilitate turn around time with hot section inspections

Shops

Overall shop activities increased this month with the biggest workload in the sheetmetal shop.

Three Porter aircraft sustained substantial metal damage at V17 due to hostile action.

Planning/Engineering

The Planning and Production Control Section pre-planned, scheduled and processed, for aircraft of all types; 534 overnight services; 21 number one services; 20 number two services; 6 number three services; 2 number four services; 7 annual inspections; 12 engine changes (4 for 204B); 2 propeller changes; 66 EA's; 31 SI's; 11 EI's; 215 time controlled components change on 204B; three TS3 engine hot section inspections; two main rotor hub changes; one main transmission change; 3 CRR's, and 12 DRR's; 292 shop work orders.

General Maintenance

The replacement of the deteriorated water pipe supplying the Traffic are is completed.

A prefab, antilever tug shed was erected west of the AAK Traffic Terminal to keep the Tugs and ramp crew out of the elements during the raining season.

Utilities Maintenance - Water is still being pumped from the dug well in front of the Operations building.

Communications Maintenance

Our major problem for the month was the overhauling of the 900 transmitter 90T150 from Danang and the tuning of the 95A receivers of VO7 & VO3 for 9818 kc reception.

With lesser man-hour involved was the retuning of the ATTITUDE transmitter and other 90T150 transmitters at VO1.

Within the month of May, there were two re-installations of Th-20 done.

Within the month of May, no major trouble were encountered in the PABX system. There were so many trouble caused by defective mechanical operation of telephone set dials, and leakage of telephone lines.

Some class A telephones were re-classified down to class B due to difficulties encountered at the Army Airforce exchanged of class A telephone calls.

Technical Training

Training department had the following courses completed:

(1) Supply Course, (2) Supervisor Management Course, (3) Fire Fighting Course.

Courses in Progress: 204B Maintenance

Sixteen employees were tested for exceptance as trainees in the Line Service Mechanics Course. This course will start in June and will train [REDACTED] in line service work.

Supply

Stores Section - During the month of May the issuing activities was the same as last month. The new storage rack for wheels and casings was built up and put in use the early part of this month.

Stock Control Section - In May, Stock Control workload stayed at par with that of the previous month.

The Director of Planning, during his visit, suggested that the time controlled items reserved for certain aircraft be reported on the daily rotatable transaction report (DRTA).

Procurement Section - The Supply Procurement Section experienced nearly the same amount of transactions as that of last month. A total of 219 line items of commodities were purchased from the local market this month. Total value of commodities purchased from Saigon/Cholon market amounted to VNS1.406.197,00. The Naval Support Activity in Danang will cease its operation on 14 June 1970 and only 40% of the present stock will be carried in lesser quantity by its successor, the Army Support Command. This section plans to switch most of the expected non available items from the Danang to the Hongkong market.

L.G. Parrish

SAIGON BASE FLIGHT TIME REPORT

- MAY 1970 -

1. Contract 7001 -

| <u>A/C No.</u> | <u>Revenue</u> | | <u>Non-Revenue</u> | |
|----------------|-------------------|--------------------|--------------------|--------------------|
| | <u>Block Time</u> | <u>Flight Time</u> | <u>Block Time</u> | <u>Flight Time</u> |
| N67984 | 147+27 | 135+50 | 9+20 | 8+50 |
| N67985 | 129+36 | 106+32 | 1+08 | 0+38 |
| B928 | 84+15 | 71+05 | 14+48 | 13+26 |
| B910 | 121+18 | 93+39 | 16+22 | 13+37 |
| B912 | 79+38 | 62+39 | | |
| 6147 | 125+33 | 102+05 | | |
| 8084 | 129+29 | 106+56 | | |
| 5559 | 91+23 | 71+39 | 2+50 | 2+16 |
| 5994 | 137+15 | 114+18 | | |
| B829 | 141+57 | 116+55 | | |
| N539Y | 155+15 | 125+22 | 26+57 | 23+25 |
| N544Y | 144+30 | 114+43 | 5+12 | 4+23 |
| N9518Z | 112+28 | 95+18 | 1+01 | 0+41 |
| N6154U | 80+02 | 65+26 | 3+50 | 1+24 |
| N9956Z | 87+20 | 76+33 | | |
| N7770B | 78+24 | 69+18 | 1+21 | 0+54 |
| N9577Z | 11+23 | 10+05 | 7+15 | 5+43 |
| N3674G | 96+17 | 83+17 | 2+39 | 1+54 |
| N91295 | 70+12 | 57+09 | 0+50 | 0+25 |
| N9838Z | 98+05 | 81+42 | 2+14 | 0+57 |
| N3728G | 90+22 | 78+54 | 5+11 | 3+46 |
| N7695C | 21+57 | 17+40 | 2+22 | 2+06 |
| N180K | 144+57 | 126+44 | 0+51 | 0+33 |
| N285L | 54+05 | 48+49 | 0+42 | 0+26 |
| N391R | 145+48 | 120+45 | 1+15 | 0+35 |
| N394R | 8+21 | 7+29 | | |
| N9444 | 118+25 | 100+51 | 1+44 | 0+59 |
| N198X | 38+41 | 35+58 | | |
| N153L | 93+21 | 81+57 | 5+31 | 4+27 |
| N12450 | 22+32 | 20+55 | | |
| N748N | 55+57 | 46+14 | 5+40 | 4+25 |
| N152L | 59+51 | 50+17 | 13+50 | 11+17 |
| N184L | 66+40 | 55+00 | 1+05 | 0+35 |
| N185X | 154+28 | 130+28 | 0+28 | 0+15 |
| N192X | 84+01 | 76+53 | 0+46 | 0+22 |
| N194X | 71+49 | 61+48 | 2+38 | 2+20 |
| N393R | 86+45 | 74+26 | 2+38 | 1+46 |
| N1303X | 176+24 | 176+24 | 1+05 | 1+05 |
| N1304X | 97+09 | 97+09 | 2+30 | 2+30 |
| N1305X | 90+27 | 90+27 | 8+20 | 8+20 |
| N1306X | 111+34 | 111+34 | 1+00 | 1+00 |
| N1307X | 150+42 | 150+42 | 4+05 | 4+05 |

| | | | | |
|-----------|---------|---------|--------|--------|
| N8514F | 77+18 | 77+18 | 1+15 | 1+15 |
| N8535F | 68+58 | 68+58 | 5+10 | 5+10 |
| Sub-total | 4212+19 | 3668+11 | 163+53 | 135+50 |

2. Contract 7002 -

| | | |
|-----------|--------|--------|
| N539Y | 7+51 | 6+37 |
| N544Y | 2+25 | 1+40 |
| N9518Z | 29+23 | 25+18 |
| N6154U | 19+14 | 16+19 |
| N9956Z | 26+59 | 19+47 |
| N7770B | 45+49 | 39+07 |
| N9577Z | 1+15 | 0+58 |
| N3674G | 27+14 | 22+51 |
| N91295 | 17+19 | 15+07 |
| N9838Z | 10+02 | 8+35 |
| N37280 | 2+13 | 1+51 |
| N7695C | 68+05 | 57+34 |
| N180K | 6+19 | 5+36 |
| N285L | 87+55 | 81+04 |
| N391R | 6+36 | 5+14 |
| N394R | 54+26 | 50+05 |
| N9444 | 23+53 | 21+55 |
| N198X | 50+11 | 42+52 |
| N153L | 2+43 | 2+26 |
| N12450 | 32+09 | 28+51 |
| N748N | 53+48 | 47+45 |
| N152L | 20+26 | 17+25 |
| N184L | 62+30 | 50+55 |
| N185K | 23+31 | 20+03 |
| N192X | 47+36 | 40+56 |
| N194X | 24+58 | 20+39 |
| N393R | 1+32 | 1+22 |
| N1304X | 5+50 | 5+50 |
| N1305X | 30+22 | 30+22 |
| N1306X | 40+56 | 40+56 |
| N1307X | 13+03 | 13+03 |
| N8514F | 43+31 | 43+31 |
| N8535F | 65+33 | 65+33 |
| Sub-total | 955+97 | 852+07 |

3. Contract 7003 -

| | | |
|--------|-------|-------|
| N67984 | 6+48 | 5+56 |
| N67985 | 3+49 | 2+53 |
| B928 | 28+55 | 24+08 |
| B910 | 34+26 | 29+27 |
| B912 | 48+38 | 39+55 |
| 6147 | 11+35 | 8+28 |
| 5559 | 9+36 | 6+34 |
| N539Y | 1+09 | 0+45 |
| N544Y | 11+29 | 10+12 |
| N9518Z | 2+16 | 1+31 |

| | | |
|--------|-------|-------|
| N6154U | 9+31 | 16+10 |
| N3674G | 2+00 | 1+20 |
| N91295 | 0+56 | 0+40 |
| N9838Z | 1+01 | 0+37 |
| N3728G | 1+04 | 0+45 |
| N7695C | 4+34 | 2+42 |
| N180K | 2+46 | 2+09 |
| N285L | 1+06 | 0+52 |
| N391R | 3+31 | 2+28 |
| N153L | 11+43 | 9+55 |
| N748N | 3+22 | 2+34 |
| N152L | 4+27 | 3+33 |
| N192X | 2+22 | 1+42 |
| N194X | 8+08 | 5+59 |
| N1304X | 28+46 | 28+46 |
| N1306X | 3+46 | 3+46 |
| N8514P | 5+25 | 5+25 |

| | | |
|-----------|--------|--------|
| Sub-total | 253+09 | 209+12 |
|-----------|--------|--------|

4. Contract 0030 -

| | | |
|--------|-------|-------|
| N9577Z | 48+21 | 43+13 |
| N1305X | 1+17 | 1+17 |
| N9577Z | 18+45 | 15+20 |

| | | |
|-----------|-------|-------|
| Sub-total | 67+83 | 59+50 |
|-----------|-------|-------|

5. Contract 0069 -

| | | |
|--------|-------|-------|
| N9956Z | 6+55 | 6+20 |
| N3674G | 2+23 | 2+04 |
| N9664C | 65+53 | 54+17 |
| N7695C | 6+26 | 5+31 |
| N394R | 6+34 | 5+44 |
| N194X | 6+15 | 5+47 |
| N7770B | 8+22 | 7+31 |
| N9664C | 42+45 | 37+19 |
| N91295 | 3+15 | 3+00 |

| | | |
|-----------|--------|--------|
| Sub-total | 148+48 | 128+33 |
|-----------|--------|--------|

| | |
|-------------------------------|---------|
| Total Revenue Block Time | 5636+96 |
| Total Revenue Flight Time | 4917+53 |
| Total Non-Revenue Block Time | 163+53 |
| Total Non-Revenue Flight Time | 135+50 |

| | |
|-------------------------|---------|
| GRAND TOTAL BLOCK TIME | 5802+09 |
| GRAND TOTAL FLIGHT TIME | 5053+43 |

Flight Time by Type of Aircraft

| <u>Type of A/C</u> | <u>Revenue</u> | | <u>Non-Revenue</u> | |
|--------------------|-------------------|--------------------|--------------------|--------------------|
| | <u>Block Time</u> | <u>Flight Time</u> | <u>Block Time</u> | <u>Flight Time</u> |
| C-46 | 684+50 | 572+04 | 41+38 | 36+31 |
| Balloed C-47 | 504+51 | 430+00 | 2+50 | 2+16 |
| C-47 | 141+57 | 116+55 | | |
| DHC-4 | 322+39 | 259+19 | 32+09 | 27+48 |
| VTB | 1218+30 | 1032+09 | 26+13 | 17+50 |
| Porter | 1754+28 | 1526+25 | 37+08 | 28+00 |
| 204B | 1011+01 | 1011+01 | 23+25 | 23+25 |
| <hr/> | | | | |
| TOTAL | 5636+96 | 4917+53 | 163+53 | 135+50 |

A. L. Harris
A/SCN/SCN

cc: ABN/SCN
MFD/SCN
TH/SCN
File.

- S A I G O N -

- MONTHLY ACTIVITY REPORT -

1 - 31 May 1970

PART I

- Ground Fire Incidents -

| Date | A/C No., Type & Contract | Place | Description |
|--------|--------------------------|--|---|
| 05 May | N8514F 204B 7001 | V-68 | While on the approach crew observed one round impact on rwy. PIC aborted and observed two additional rounds impact on the fld as he was departing the area. |
| 07 May | N1306X 204B 7002 | YU 7035 | While enroute to an LZ PIC observed a muzzle flash from a weapon aimed in the direction of the a/c. PIC continued on course and departed the area. |
| 12 May | N285L PC-6C 7001 | XS 4735 3/4 of a mile from west end rwy V-14 | While on the approach to V-14 - Captain TERRY heard and observed automatic weapons fire directed at the aircraft. PIC continued approach and landed safely. |
| 14 May | N1307X 204B 7001 | At 9525 1/2 mile SW VH-576 | While enroute to VH-576 carrying a sling load, a/c came under heavy automatic weapons attack. One round entered under right pilot's seat passed through cabin floor, grazed flt mech's helmet and exited right cabin door window. Flt mech received minor cuts of face, neck and right leg. |
| 14 May | N1304X 204B 7001 | XR 1394 | A/c was on approach to LZ when crew heard and observed automatic weapons fire. A/c landed safely and departed to the west without further incident. |
| 14 May | N1304X 204B 7001 | | A/c was approaching LZ when PIC heard two rounds of small arms fire. A/c landed and departed to the east without further incident. |
| 14 May | B928 C-46 7001 | Traffic Pattern V-el | PIC was preparing for when he observed three tracers pass approximately 200 yards off his left wing at a 90 degree angle to the ground. PIC continued on course and landed safely. |

- To be con't on page 2 -

| | | | |
|--------|-------|-----------|--|
| 16 May | N393R | Ramp V-17 | A/c sustained shrapnel damage during early morning mortar attack on Can-The airfield. |
| | PC-6C | | |
| | 7001 | | |
| 16 May | N9444 | Ramp V-17 | A/c sustained shrapnel damage during an early morning mortar attack on Can-The airfield. |
| | PC-6C | | |
| | 7002 | | |
| 16 May | N153L | Ramp V-17 | A/c sustained shrapnel damage during an early morning mortar attack on Can-The airfield. |
| | PC-6C | | |
| | 7001 | | |

ART II

- Situation Summary -

May first marked the beginning of what is proving to be one of the most successful operations of the war. The combined US-ARVN sweep of Cambodia border sanctuaries has uncovered a formidable and well publicized inventory of arms, munitions, and supplies. Two significant, but less publicized, intangibles have born out of this operation. Thousands of refugees of Vietnamese origin are being shelter and clothed here - a massive effort and one which should net, in time, ralliers to the GVN. Equally important and already very apparent here is the soaring morale of the ARVN. For the first time he is on the offensive outside his own borders and an air of confidence prevails throughout the ranks. GVN officials, both past and present, are being quoted daily in most optimistic terms.

Mortar and rocket attacks were recorded in all Corps areas this month as was a significant ground assault on the resort city of Dalat. Danang received four 140mm rockets on the 20th one of which impacted on the east-west taxiway and another near the terminal. The Air America ramp sustained shrapnel from this attack causing minor skin damage to a Volpar. Chu-Lai received a total of 81 122mm rockets in two successive night attacks wounding 44 US and causing damage to three A-4E aircraft, two CH-47 helicopters, two mess halls, one hanger, and destroying 100 barrels of diesel cleaning fuel. Nha-Trang came under a rocket attack on the 8th with negative casualties and Can-Tho, in the Delta, received eighteen 82mm mortars on the 16th causing 8 US wounded and shrapnel damage to three company Porter aircraft. Saigon received three 122mm rockets in the city on the 21th causing four wounded and undetermined damage to a residence. Terrorists incidents were down in Saigon which can be attributed in part to a two week period of enforced curfew hours due to student and disabled veterans demonstrations. Enemy activity culminated for the month with a ground assault on the city of Dalat involving attacks on the Vietnamese Military Academy (the Cadets accounted for four enemy KIA), two airfields, and a cadet training center. Several key positions were occupied in and around the city. St Mary's Girls Academy and a Catholic church were attacked and occupied by enemy forces. Sporadic contacts were being reported some 72 hours after the initial assault on the city.

Reported by: R.N. Begien III
OPSP/SGN